

Message Text

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44

ACTION EUR-25

INFO OCT-01 ISO-00 SCI-06 NSC-10 HEW-08 DOTE-00 INT-08

HUD-02 DODE-00 CEQ-02 EB-11 IO-14 EPA-04 OIC-04

CIAE-00 PM-07 INR-10 L-03 NEA-10 NSAE-00 PA-04 RSC-01

PRS-01 SPC-03 USIA-15 TRSE-00 SAJ-01 COME-00 DRC-01

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R 161210Z OCT 73

FM AMEMBASSY COPENHAGEN

TO SECSTATE WASHDC 7890

INFO AMEMBASSY BONN

AMEMBASSY LONDON

AMEMBASSY OSLO

USMISSION NATO

AMEMBASSY THE HAGUE

C O N F I D E N T I A L COPENHAGEN 2570

E.O. 11652 GDS

TAGS: SENV NATO

SUBJ: CCMS: INTERNATIONAL ROAD SAFETY RESOLUTION

REF: STATE 202652

1. EMBASSY OFFICER DISCUSSED REFTEL WITH IB BODENHAGEN, MFA OFFICIAL RESPONSIBLE FOR CCMS MATTERS. BODENHAGEN STATED THAT DANES ARE NOT MERELY CONCERNED THAT QUANTITATIVE FIGURE MIGHT SUGGEST TOO MODEST A GOAL FOR REDUCTION OF TRAFFIC DEATHS. HE SAID THAT DENMARK WAS OPPOSED IN PRINCIPLE TO ANY NUMERICAL PERCENTAGE GOAL BEING EXPRESSED.

2. READING FROM A SEPTEMBER 28 POSITION PAPER PROVIDED BY MINISTRY OF JUSTICE, BODENHAGEN SAID DANISH POSITION BASED ON TWO FACTORS: (A) THAT IT WAS PSYCHOLOGICALLY INADVISABLE TO SET A NUMERICAL GOAL AND (B) THAT A PERCENTAGE GOAL DOES NOT REFLECT VARYING TRAFFIC CATEGORIES WHEN EXPRESSED RELATIVE TO KILOMETERS OF TRAVEL BY

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AUTOMOBILES. IN RESPONSE TO THE STANDARD DANISH ARGUMENT IN

(B) EMBOFF USED EFFECTIVELY RATIONALE PROVIDED PARA 4, SECTION B, OBTAINING IMPRESSION THAT THIS POINT NOT REALLY A CONVINCING ONE, EVEN FOR THE DANES. RETURNING TO POINT (A) HOWEVER, BODENHAGEN EXPLAINED THAT DANISH GOVT, AND MINISTRY OF JUSTICE IN PARTICULAR, IS STRONGLY OPPOSED TO BEING CAST IN ROLE OF DETERMINER OF ANY FINITE NUMBER OF TRAFFIC FATALITIES. IT IS CONCERNED THAT PRESS WOULD REACT WITH ENQUIRIES SUCH AS "WHO DETERMINES NUMBER OF ALLOWABLE FATALITIES" AND "WHY SHOULD ANY FATALITY BE ACCEPTABLE?"

3. BODENHAGEN CONSEQUENTLY CONSIDERED AMENDED FOOTNOTE CONTAINED REFTTEL UNACCEPTABLE AND STATED THAT DANISH DELEGATION WOULD BE INSTRUCTED TO SUPPORT FOLLOWING AMENDED VERSION: "THE GOVTS OF DENMARK, NORWAY AND GREAT BRITAIN HAVE RESERVATIONS WITH RESPECT TO THE FORMULATION OF THE QUANTITATIVE GOALS SET FORTH HEREIN".

4. SPEAKING ENTIRELY ON HIS OWN, WITHOUT PRIOR CLEARANCE OF JUSTICE MINISTRY? BODENHAGEN SAID HE UNDERSTOOD AND SYMPATHIZED WITH U.S. ARGUMENT THAT REMOVAL OF SPECIFIED, OBJECTIVE GOAL WOULD EMASCULATE RESOLUTION. HE PUT FORWARD TENTATIVE SUGGESTION THAT GOAL BE FORMULATED IN ABSOLUTE RATHER THAN RELATIVE TERMS. IN ESSENCE, BODENHAGEN'S PROPOSAL WOULD COMBINE THE FIVE YEAR PERIOD MENTIONED IN DRAFT RESOLUTION'S SUB-PARAGRAPH B WITH THE ABSOLUTE GOAL CONTAINED IN SUB-PARAGRAPH A TO FORM SINGLE SUBPARAGRAPH AS FOLLOWS: "TO USE THEIR BEST EFFORTS TO STABILIZE OR REDUCE OVER THE NEXT FIVE YEAR PERIOD THE ABSOLUTE NUMBER OF TRAFFIC DEATHS ANNUALLY FOR EACH CLASS OF ROAD USER ON THEIR ROAD NETWORKS". THIS WOULD, OF COURSE, SOLVE BOTH DANISH OBJECTIONS AND WOULD PROVIDE PSYCHOLOGICALLY MORE ACCEPTABLE PHRASING FOR AN OBJECTIVE GOAL TO BE MET WITHIN SPECIFIED TIME FRAME.
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